

271

Mayor Hovland and Councilmembers Bennett, Swenson, Housh, and Brindle.  
City of Edina

Re: Nine Mile Creek Regional Trail in Edina

The Edina 2006 Needs Assessment stated that biking and walking trails were the most important needs for the community. The second most important need identified was preserving outdoors and nature.

I have experience in riding the trails that the Three Rivers Park District has constructed, and they have done an outstanding job of providing biking and walking trails that are sensitive to preserving the "outdoors" (natural features, trees and plants, water and wet lands) and the "natural" environment. The new trail from Wayzata to St. Bonifacius is an impressive example of the care and planning expertise that has been accomplished in addressing similar issues and challenges to those being faced in Edina.

Three Rivers Park District provides trails for biking and walking that provide access for people in the community to not only preserve but to enhance the environment and provide enjoyment for everyone on public lands. I have witnessed many people using the Three Rivers Park District trails including individuals walking their dogs, couples strolling, families with children using scooters, skateboards, rollerblades, and bikes. I have seen young families riding bikes with their "Burley" carts being pulled along behind them. This is in addition to the large variety of bike riders who use the trails for enjoyment and exercise. This indicates to me that Three Rivers Park District trails in natural areas provide enjoyment and a high quality experience to a variety of community households.

I also think that the trail would be a real asset for children and young people who would want to bike or hike to school. This trail would afford the opportunity to travel on a dedicated route separated from busy city streets and crossings as much as possible to enhance the enjoyment and provide safe routes to schools, churches, shopping, and other activities in Edina.

I support the Three Rivers Park District proposed bike trail and the alignment that enhances the users experience, provides access to the natural areas and minimizes the use of city streets or riding lanes in or adjacent to city streets.

Sincerely,

Donald Eyberg  
6600 Dakota Trail  
Edina, MN 55439

272

To:

NineMileTrail@ThreeRiversParkDistrict.org (Commissioners and Planners)  
edinamail@ci.edina.mn.us (Mayor, City Council, and Parks Director)

Subject: Support for Nine Mile Creek Regional Trail through Parkland

Please direct this email to:

Edina Mayor and City Council Members

Edina Parks Director John Keprios

Three Rivers Park District Commissioners

Three Rivers Park District Senior Planner Kelly Grissman

Edina Mayor, City Council, Parks Director, and TRPD Commissioners:

I support the Nine Mile Creek Regional Trail through Edina. While the trail would require a significant investment, I believe the many recreational and practical benefits of a regional trail to Edina residents would outweigh the cost. Edina is renowned as a very high quality community. A safe, comfortable, and inviting trail for walkers, joggers, and riders of all ages and skill levels would serve to promote our unique healthy Edina lifestyle and enjoyment of Edina's parks.

A wise investment in a regional trail would be an asset to the community. Recreational facilities are a decision factor for many prospective homeowners and a trail would be a selling point for Edina home sellers.

I believe the regional trail should run through parks to enhance the walking and riding experience, versus existing roadways which have increased levels of car exhaust and noise.

In summary, I urge you to approve the proposed regional trail and select routes through parks.

Sincerely,

Frank Kendall 18237 Tristram Way Eden Prairie, MN 55346 952-949-0296

273

Jennifer Kenney  
Edina Park Board

Dear Ms. Kenney,

We are NOT against the bike trail, but we OPPOSE building it along 9 Mile Creek, despoiling woods and habitat and further encroaching upon and endangering many forms of what little wildlife remains in Edina.

There are other available and workable routes for the bike enthusiasts.

*Jim & Mary Landberg*

Jim and Mary Landberg  
5408 Creek View Lane  
Edina MN 55439-1310

274

Daniel Peterson  
Edina Park Board

Dear Daniel Peterson,

We are NOT against the bike trail, but we OPPOSE building it along 9 Mile Creek, despoiling woods and habitat and further encroaching upon and endangering many forms of what little wildlife remains in Edina.

There are other available and workable routes for the bike enthusiasts.

A handwritten signature in dark ink, appearing to read "Jim & Mary Landberg". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jim and Mary Landberg  
5408 Creek View Lane  
Edina MN 55439-1310



275

Good morning John, funny you should reply. I just finished reading the part about the survey you sent out and the info next to your photo on the city of Edina's website...

I want to make sure my voice is one of concern and appreciation for what Edina has now and not one of selfishness or "what's best for me".

We live in a very large city, the Twin Cities, and Edina is just one part.

My family moved to Edina and fell in love with our home due largely to the wooded acres behind it which are part of nine mile creek.

I am from northern MN. (Park Rapids) and I can tell you that when I walk out in my backyard on a Saturday morning in the summer and close my eyes, I could easily be up north in the middle of the forest. That is a very wonderful thing to be able to say while still being less than 5 minutes from Southdale or 20 minutes from the airport.

While I feel secluded and private with the natural barrier back there, it is not in the least cut off from anyone in the neighborhood to use and enjoy. There is rarely a day that goes by that there are not kids back there or people walking dogs. What makes it special is what also keeps it "real", the undeveloped quality that is has evolved into.

My neighbors to our west were the first home on the south side of Abercrombie Dr. 40+ years ago. They tell of the nine mile creek area back when there were no trees really, just an open space. They have watched it grow and mature to the natural beauty that it is today due largely to the cities policy of NOT developing parkland. I have a lot of footage of deer in our backyard that I am sure would disappear once the construction was completed and the highway (sorry, that is a dig) the bike path was open.

If you would like to see a short sample of one of our visitors, watch this short clip:

<http://vimeo.com/2197784>

I hope at the meeting on March 9 we can hear what studies have been done by the DNR or whomever and what impact to the ecosystem that is present there now this would have, as well as why as a community we think recreation is more important than basic city infrastructures like sidewalks? We would spend millions of dollars to create more bike and walking paths and destroy wildlife habitat but our kids have to walk to and from bus stops in the street? What or who thinks that is the better option?

Thank you again for taking the time to answer my email and I hope to get a chance to introduce myself in person on March 9th.

Thank you,

Cory,

Thank you for your email.

I will forward your email to the Edina City Council and Edina Park Board. Your input is greatly appreciated.

John Keprios, Director  
> Edina Park & Recreation Department  
> 4801 W. 50th St.  
> Edina, MN 55424  
> Voice: (952) 826-0430  
> Fax: (952) 826-0385  
> jkeprios@ci.edina.mn.us  
> "We Create Community through People, Parks and Programs"

> -----Original Message-----

> From: Cory Shubert [mailto:cory@pixelagogo.com]  
> Sent: Wednesday, February 18, 2009 6:46 PM  
> To: Lynette Biunno  
> Subject: The planned bike trail along Nine Mile Creek

>  
> Hello,

>  
> I just became aware of this proposal and want to voice my opposition  
> to this idea.

>  
> As a resident along the proposed path, 5209 Abercrombie Dr., this  
> would ruin one the main reasons we moved to Edina and purchased the  
> home we did, the natural, undeveloped area that sits right behind our  
home.

>  
> I do not want to increase the traffic that this area already has...  
> kids from the neighborhood and people from the neighborhood walking  
> dogs or just enjoying the little bit of "nature" that this part of  
> Edina has, and has kept this way for over 40 years.

>  
> I don't know who's idea it was to develop this as planned, but it  
> wasn't someone who lives here, that is very obvious.

>  
> We will be at the Monday meeting at city hall and will be very happy  
> to debate this with whomever wishes to.

>  
> Please DO NOT allow this to happen and let's find another way to  
spend  
> our cities money to enhance already developed areas to fulfill  
> whatever goal this ideas was supposed to do.

>  
> Thank you,  
> Cory, Susie, Vivian and Sullivan Shubert  
> 5209 Abercrombie Dr.  
> Edina, MN. 55439  
> 952-915-1952

Cory  
<http://www.coryshubertphotography.com>  
cory@pixelagogo.com  
952-334-4648

276

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**From:** Bob Lubar [mailto:rlubar@comcast.net]  
**Sent:** Friday, September 24, 2010 10:41 PM  
**To:** Lynette Biunno; John Keprios  
**Cc:** 'WESTERDAHL WILLIAM'; Chappy6420@aol.com; FWCORRIGAN@MAC.COM  
**Subject:** Alternative route for proposed regional bike path

To Mayor, City Council, and Park and Recreation Director:

Attached is a copy of an alternative route for the proposed regional bike trail.

This proposal was presented to Mayor Hovland on August 27, 2010 during a meeting with 3 Edina neighborhood residents.

The route begins where the Hopkins trail segment ends. It proceeds through existing paved trails within the Opus area. This area is filled with existing trails that could be easily adapted for the intent of the trail (see attachment). It will also connect with the proposed light rail station. A definite plus for facilitating our mass transit objectives.

The route proceeds along an existing tree lined boulevard within a small section of Eden Prairie. It proceeds along Flying Cloud Drive and Washington Ave providing workers with easy access by bikers. It will also provide increased visibility to these businesses. The trail continues through Braemar Park, providing users with easier access to recreation fields and other activities within the park. I was told by a Mary Brindle that the park is considered underutilized. This plan would help drive people to the park. Note that the route would impact far fewer households than the current proposal. This trails also stays clear of high maintenance and expensive development costs associated with building along a wetland. As I told Mayor Hovland on that date this plan has several advantages and a few disadvantages to the current proposal.

Disadvantages:

1. Route crosses 3 municipalities and would perhaps be more difficult to coordinate.

Advantages:

1. Connects with the proposed light rail station in the Opus Center.
  - a. Supports the mass transportation plan objectives
2. Helps commuter and recreational bikers by pushing bike traffic through business districts within Minnetonka, Edina, and Eden Prairie.
  - a. Increase access and visibility to the services offered by these local businesses.
3. Construction costs will be significantly less expensive because
  - a. It is based on an existing trail system (the trail already exists in many areas)
  - b. It avoids costly elevated bridges currently planned through the wetlands.
4. Less impact on residential housing while continuing to provide an East/West trail.
5. Offers scenic and recreational advantages at a lower cost and impact on residents.
6. Increases use of and traffic to an underutilized resource -- Braemar Park

Of course my proposal needs to be further vetted. But it clearly offers a superior alternative to the current proposal.

Feel free to contact me if you have questions or need additional information.

Regards,  
Bob Lubar

Robert N. Lubar  
Phone: 612-396-3285  
Fax: 866-521-6018  
Email: [rlubar@comcast.net](mailto:rlubar@comcast.net)



277

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**From:** Bob Lubar [mailto:rlubar@comcast.net]  
**Sent:** Monday, September 27, 2010 11:55 AM  
**To:** Lynette Biunno  
**Subject:** Questions to address with Three Rivers Park

To Mayor Hovland and City Council Members

During a meeting on August 27, 2010 with Mayor Hovland, the Mayor suggested that citizens forward questions regarding the proposed regional bike trail to the Mayor and City Council. Below are some of the questions that I would like to see addressed during the upcoming September 29<sup>th</sup> meeting.

1. Help me understand the math behind TRPD's strategy of several concurrent capital projects. How will they be able to pay for the operations of these projects well into the future?
  - a. Yes, TRPD can fund capital projects via grants and bond issuance (subject to debt load restrictions).
  - b. Please clarify how TRPD will generate sufficient tax (or other) revenues to service the related debt, pay for anticipated maintenance costs and pay indirect costs associated with the projects.
    - i. TRPD has currently stopped providing cost of living increases and merit increases to its staff.
    - ii. TRPD is proposing to take over several parks within Scott County. Scott County will transfer the existing budget to TRPD but Scott County also acknowledges that it does not have the finances needed to improve the parks as desired. TRPD will make the improvements. How can they (we) afford this proposal without changing tax levy limitations?
  - c. Please provide a detailed annual analysis of this project's anticipated direct and indirect expenses for the next 20 years.
    - i. How does the cost of this project compare with similar projects completed by TRPD?
    - ii. Has TRPD ever built an elevated trail through a flood plain?
2. Under what conditions will the city be willing to grant approval to a project that may not begin for several years?
  - a. What assurances can be provided by TRPD that they can and will continue to fund this project for the next 30 + years?
    - i. Guaranties to not press for increased tax levy limitations?
    - ii. Penalties paid to Edina for delayed construction timelines?
3. What are the consequences of "turning over the property" (granting a permanent or long term easement) to TRPD?
  - a. What recourse(s) does the city have if the project does not meet expectations?
  - b. What likely action(s) will the city take in the event that TRPD cannot meet its obligations in this arrangement?

- c. What actions can Edina and its citizens implement if the trail is not being properly maintained?
  - d. What measures will be put into place to assure that debris will not catch between the pilings increasing the risk of flooding?
- 4. What steps should be taken to protect Edina's interests' if/when the City partners with an agency that cannot meet its obligations.
  - a. TRPD has a reputation of broken promises with residents adjacent to other properties such as the parks surrounding Medicine Lake.
- 5. TRPD talked about additional trail head amenities (parking, restrooms, picnic areas, scenic overlooks, etc.) in earlier meetings.
  - a. What is the current status of these proposed amenities?
  - b. How will they be paid for - both construct and maintenance costs?
  - c. What is the plan to notify and seek approval from impacted residents?
- 6. Hopkins has taken over much of the policing function for the regional trail in their area.
  - a. Why was this decision made?
  - b. What would be the cost to the city of Edina if Edina made a similar decision?
- 7. What communications have taken place between the cities of Hopkins and Edina regarding the trail, potential impact on property values and corresponding property tax revenues?
  - a. The trail will directly impact several properties that are located within Edina city limits and are part of the Hopkins School district boundaries (routes 1, 2 and 3).
    - i. The Hopkins School district revenue stream may be impacted by decisions on this matter.
- 8. Why is the Community Assessment Team excluded from the meeting on September 29<sup>th</sup>?
  - a. This group was elected by their neighbors to represent the neighborhood interests on this matter.
  - b. Despite assurances from both TRPD and Mayor/City Council, the CAT has effectively been excluded from this process since its last meeting in May 2010.

Regards,  
Bob Lubar

Robert N. Lubar  
Phone: 612-396-3285  
Fax: 866-521-6018  
Email: [rlubar@comcast.net](mailto:rlubar@comcast.net)



QUESTIONS FROM RESIDENTS WHO ATTENDED THE JOINT WORK  
SESSION WITH THE CITY COUNCIL AND THREE RIVERS PARK  
DISTRICT BOARD OF COMMISSIONERS  
(Wednesday, September 29, 2010)

Comment cards from five different residents were received:

1. Richard Zielike

5720 Lois Lane

952-983-0678

zielike@earthlink.net

My home is one of those that is 25' from the inside edge of the sidewalk.

- 1) I have 5 trees that might need to be cut/moved – would you replace them?
- 2) Would you reduce the width of Valley Valley?
- 3) How close would the trail be to my home?
- 4) Would my tax structure change or would there be any compensation?

2. No name or contact information given.

E C Council – Please address the errors, inaccuracies, incompleteness of 3RPB in:

- EAW
- CAT membership and input
- Length & size of road based routes
- Size of sidewalks/shoulders to be decimated
- Appendix C
- Social, technical, financial impacts

3. Leslie Helou

lhelou@gmail.com

Opposed to Road-based route

In regards to the road-based route, why is alternate 5F the "preferred" segment 5 route when it was the least adequately assessed, last proposed segment 5 route?

Can other route 5 options still be suggested/considered or is 5F the only option?

I am very concerned that no Council members asked follow-up questions regarding bikers who don't follow regulation signage (i.e. stop signs). The road-based route crosses 30 roads and many more driveways, there should be more concern regarding residents and user safety. Only one Council member asked about this.

4. Mary Ryan

maryryan@Q.com

952-941-9616

What is the date that Edina Park Board submits their recommendation to the Edina Council?

What is the date Edina Council will vote on one of 3 plans?

5. Emelie Helou

efhelou@comcast.net

Route 5F did not have community assessment, yet it is now included as the only option in the road based route. Any consideration to modify route 5F to a safer route involving a pedestrian/bike bridge over 62 west of Tracy and the church (This would not cross hwy entrance/exit or be along a steep hill).

Please clarify – Three Rivers Park District representative said route 5F involves a boardwalk. Where will this be? There is no wetland along route 5F (Tracy Avenue).



# NINE MILE CREEK REGIONAL TRAIL INFORMATION

## COST

Cost: Three Rivers construction cost estimate: \$20,000,000

Likely cost over run: \$4,000,000

Financing charge: \$11,000,000

**Estimated total cost: \$35,000,000 (\$951.00/ft of trail)**

Funding sources: General obligation bonds, Grants from other public entities, stimulus funds. The Park district presently has \$85,000,000 outstanding in General Obligation Bonds. Three Rivers gets the funds to pay the bonds and for operations by a tax levy on the value of your home.

(It is important to note that grants from other public agencies and stimulus funds are funded with our Hennepin county, State, or Federal tax dollars, **(there are no free public dollars)**).

These costs do not include costs incurred by the Nine Mile Creek Watershed district to straighten out Nine Mile Creek concurrently with construction of the trail. These costs will be significant.

## What does \$35,000,000 Buy for Edina Residents ??

- ⌚ A trail that is only operational 8 months of the year. Not serviced November 15- March 15.
- ⌚ A trail that will require yearly operational and Maintenance costs of \$183,000. (note, this cost will escalate as the trail becomes older)
- ⌚ A trail that will transform Walnut Ridge Park, which is a neighborhood walking, sports, and playground park, into a Regional biking trail access point with attendant joint use, safety, and parking problems.
- ⌚ A trail that will **NOT** serve the 75% of Edina which is beyond a reasonable walking distance of the trail and/or the 35% of Edina which is beyond a reasonable biking distance (Park District Standards)
- ⌚ A trail that transfers over **13 acres of prime Edina park land**, much of it classed as a Natural and open space area or high value wetlands to the control of Three Rivers Park District.
- ⌚ A trail that will result in increased traffic congestion at several key intersections (Gleason and Vernon) and during the construction of bridges over the Crosstown and Highway 100.
- ⌚ A trail located in a floodway and flood plain and subject to closing because of high water.
- ⌚ A trail that is not lighted, making it dangerous for transportation during early morning and late afternoon when business and school commuters are most likely to use the trail.
- ⌚ A trail that will be in **addition** to the over 91 miles of Bicycle trails already administered by Three Rivers, and the 11 miles of trails administered by the Edina Parks Department. It should be noted that Minnesota already has more miles of bike trails than any other state.
- ⌚ A trail that will result in 3 to 4 years of community and neighborhood disruption during construction of bridges, raised boardwalks, traffic intersections, and obtaining easements to cross private property for construction.

## Are there alternatives ?

\$35,000,000 could be better spent by:

- ☐ Paying down the present Three Rivers Park District debt of \$85,000,000
- ☐ Shifting the money to fund Education (enough to hire 140 teachers for 5 years.)
- ☐ Shifting the money to pay Hennepin county Medicaid costs which required an increase in taxes in 2010
- ☐ Not spending the money and lowering Hennepin county property taxes
- ☐ Investigating other less expensive routes



# Nine Mile Creek Regional Trail

## Possible New Trail Alignment

### CAT Neighborhood Representatives

September 15, 2010

## Executive Summary

### New Routes 22-25

#### Route Description:

This route begins at the Lincoln Drive and Vernon Ave. intersection, crosses Hwy 62 and travels down McCauley Trail to the south. The route runs away from homes across the street, next to the highway, similar to many trails in Eden Prairie and other metro suburbs. The route runs south on McCauley Trail and offers the opportunity to enhance the somewhat "blighted" area along Hwy 169 with landscaping and fences along the trail. This trail then provides access to Courtney Fields and Braemar Arena. The trail then turns east toward Braemar Golf Course, then runs along Braemar Blvd and connects with Dewey Hill Road. The route continues east along Dewey Hill Rd which already has developed sidewalks which could be utilized.

The route then continues to Lewis Park and its existing amenities including ice skating, hockey, soccer, football, tennis courts, rest rooms, and parking. Lewis Park could serve as an excellent already established Trail Head. The area is also near the Cahill shops, restaurants and convenience store.

The route continues east along Dewey Hill Rd, then turns south along Bush Lake Rd, then turns east along 74<sup>th</sup> Street. The newly renovated Edina City Public Works facility is also accessible. From 74<sup>th</sup> Street, the trail crosses Metro Blvd and follows it to a bridge across Hwy 100 to Lake Edina.

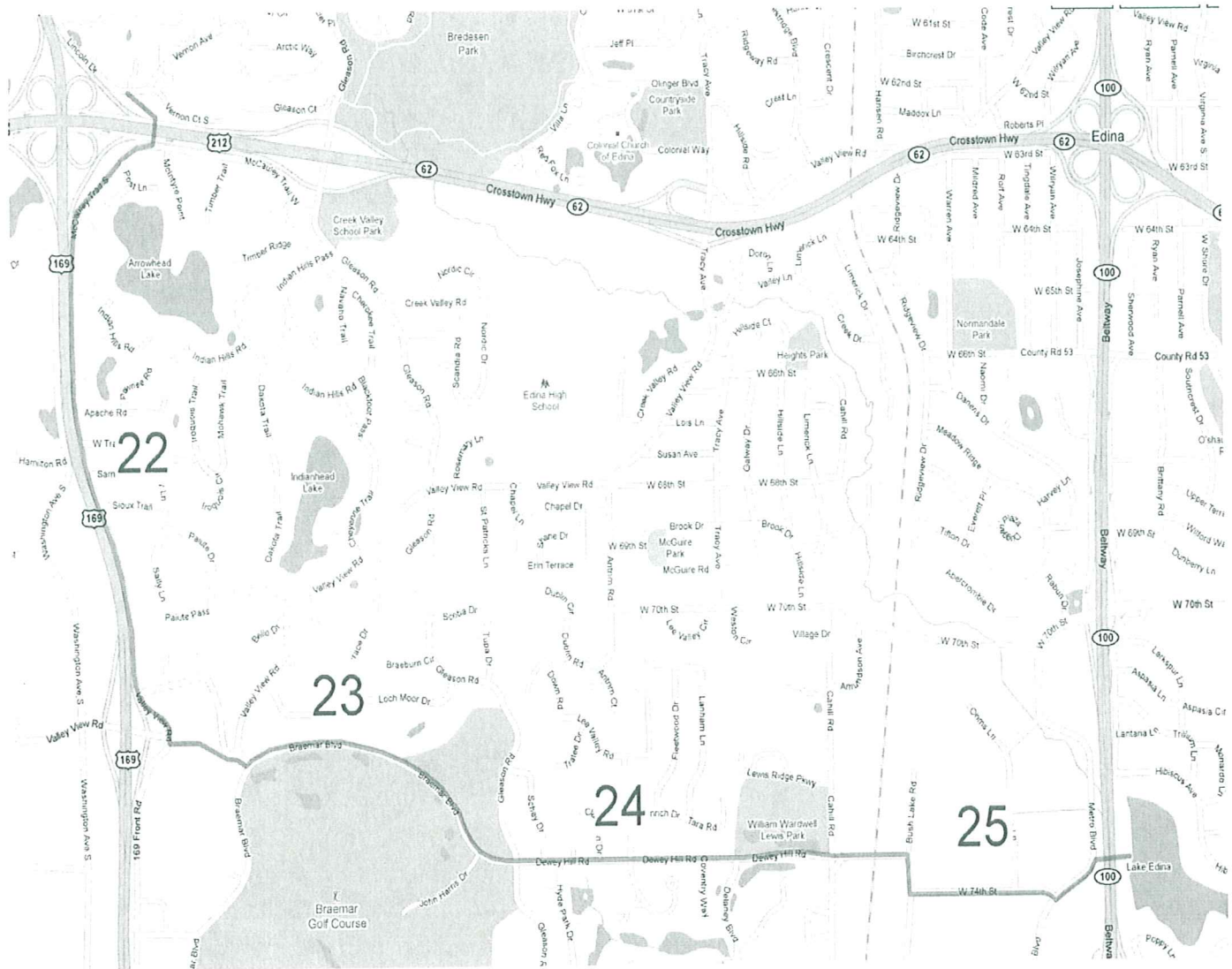
#### Advantages and Highlights:

- Minimal impact to neighborhoods and residents
- Minimal impact to wetlands and natural areas
- No Boardwalks Required
- Links popular Edina parks & facilities

#### Parks and Facilities Linked by this Route:

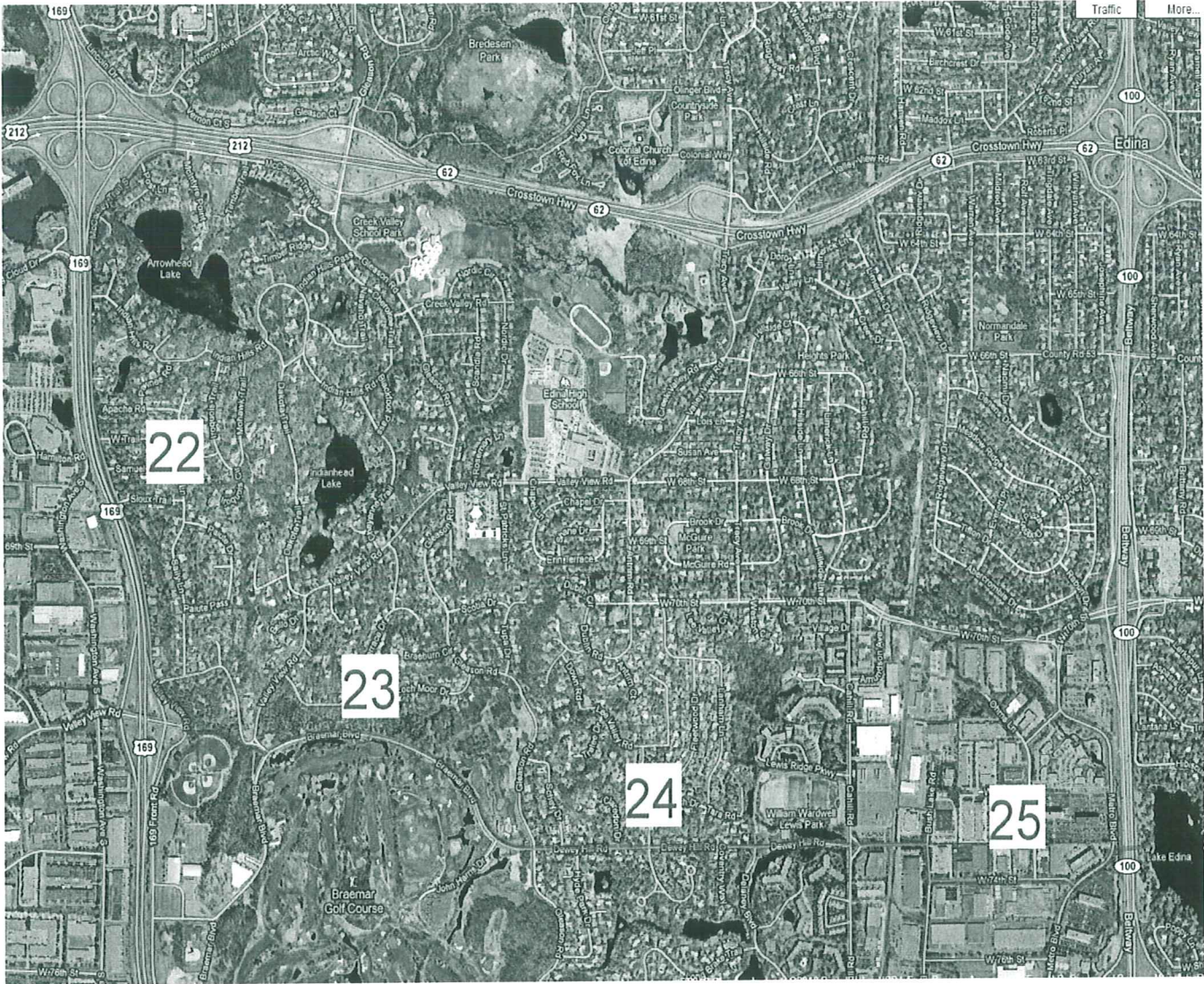
Braemar Arena  
Courtney Fields  
Braemar Golf Course  
Lewis Park

## New Routes 22-25





# New Routes 22-25



# Route 22 Assessment

## Vernon Avenue > Highway 62 Pedestrian/Bicycle Bridge > McCauley Trail

### Overview

Route 22 begins at the intersection of Lincoln Drive and Vernon Avenue and includes a new pedestrian/bicycle bridge over Highway 62. The route is proposed to follow the west side of McCauley Trail where there are no adjacent driveways. The route will continue where McCauley Trail changes to Valley View Road.





# Route 22 Assessment, cont'd

Vernon Avenue > Highway 62 Pedestrian/Bicycle Bridge > McCauley Trail

## Social Assessment

### Adjacent Residential Yards

Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.

<i>Number of residential front yards</i>	<i>0</i>
<i>Number of residential side yards</i>	<i>0</i>
<i>Number of residential back yards</i>	<i>0</i>

### Proximity of Adjacent Homes

Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).

<i>Average distance from house to trail</i>	<i>144'</i>
<i>Average distance from house to property line</i>	<i>55'</i>
<i>Number of houses &lt; 25 feet</i>	<i>0</i>

## Technical Assessment

### Road Crossings

Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.

<i>Number of road crossings</i>	<i>1</i>
<i>Speed limit of roads</i>	<i>1 at 30 mph or less</i>
<i>Average annual daily traffic</i>	<i>1 at 5,000 - 6,999 vehicles/day</i>
<i>Functional Class</i>	<i>1 collector road</i>

### Driveway Crossings

Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.

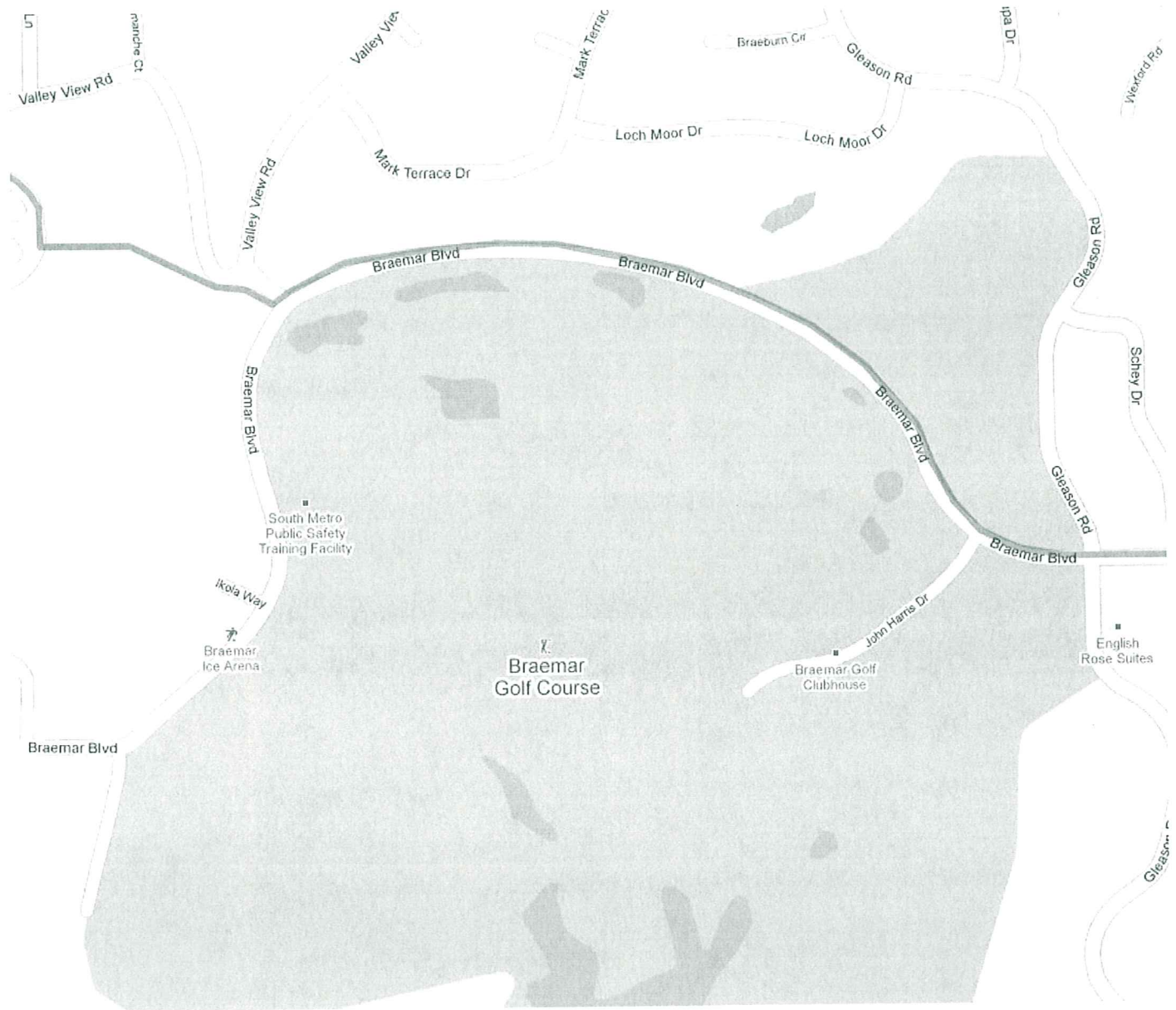
<i>Single family driveway crossings</i>	<i>0</i>
<i>Multi-family driveway crossings</i>	<i>0</i>
<i>Low turnover commercial crossings</i>	<i>0</i>
<i>High turnover commercial crossings</i>	<i>0</i>
<i>Total driveway crossings</i>	<i>0</i>

# Route 23 Assessment

## Valley View > Courtney Fields > Braemar Golf Course

### Overview

Route 23 begins at the Valley View and enters park land behind Courtney fields and continues along Braemar Blvd. along the Braemar Gold Course.





# Route 23 Assessment, cont'd

Valley View > Courtney Fields > Braemar Golf Course

## Social Assessment

### Adjacent Residential Yards

Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.

<i>Number of residential front yards</i>	<i>0</i>
<i>Number of residential side yards</i>	<i>0</i>
<i>Number of residential back yards</i>	<i>0</i>

### Proximity of Adjacent Homes

Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).

<i>Average distance from house to trail</i>	<i>N/A</i>
<i>Average distance from house to property line</i>	<i>N/A</i>
<i>Number of houses &lt; 25 feet</i>	<i>0</i>

## Technical Assessment

### Road Crossings

Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.

<i>Number of road crossings</i>	<i>2</i>
<i>Speed limit of roads</i>	<i>2 at 30 mph or less</i>
<i>Average annual daily traffic</i>	<i>2 at 5,000 - 6,999 vehicles/day</i>
<i>Functional Class</i>	<i>2 collector road</i>

### Driveway Crossings

Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.

<i>Single family driveway crossings</i>	<i>0</i>
<i>Multi-family driveway crossings</i>	<i>0</i>
<i>Low turnover commercial crossings</i>	<i>0</i>
<i>High turnover commercial crossings</i>	<i>0</i>
<i>Total driveway crossings</i>	<i>0</i>

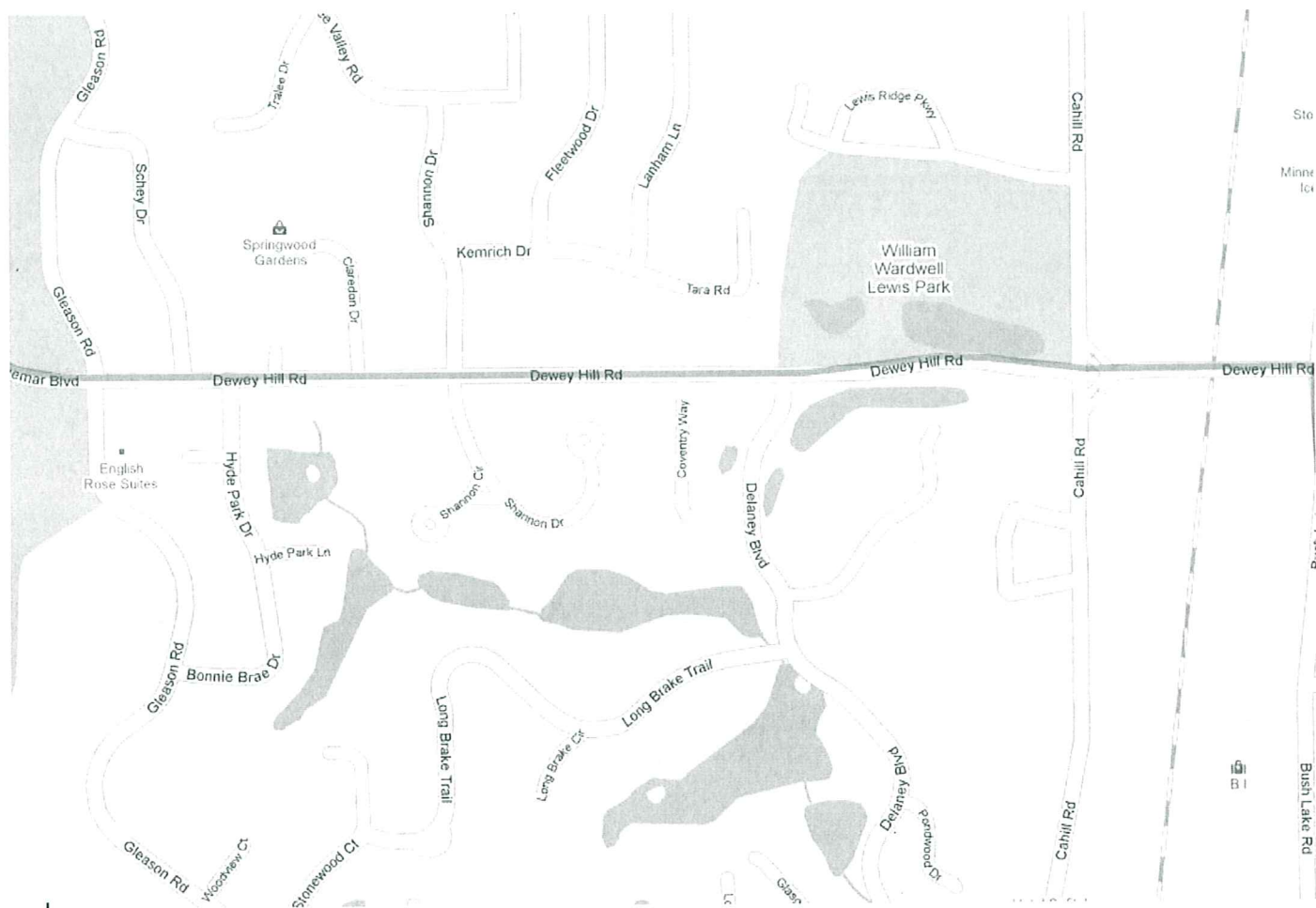


# Route 24 Assessment

Braemar Golf Course > Dewey Hill Road > Lewis Park

## Overview

Route 24 begins Braemar Gold Course and continues along Dewey Hill Road. The proposed route connects Lewis park and contuse along Dewey Hill Road crossing Cahill Road.



# Route 24 Assessment, cont'd

Braemar Golf Course > Dewey Hill Road > Lewis Park

## Social Assessment

### Adjacent Residential Yards

Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.

<i>Number of residential front yards</i>	<i>8</i>
<i>Number of residential side yards</i>	<i>8</i>
<i>Number of residential back yards</i>	<i>0</i>

### Proximity of Adjacent Homes

Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).

<i>Average distance from house to trail</i>	<i>126'</i>
<i>Average distance from house to property line</i>	<i>72'</i>
<i>Number of houses &lt; 25 feet</i>	<i>0</i>

## Technical Assessment

### Road Crossings

Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.

<i>Number of road crossings</i>	<i>4</i>
<i>Speed limit of roads</i>	<i>4 at 30 mph or less</i>
<i>Average annual daily traffic</i>	<i>1 at 7,000 -8,999 vehicles/day</i>
	<i>3 at &lt; 5,000 vehicles/day</i>
<i>Functional Class</i>	<i>1 collector road</i>
	<i>3 Local Roads</i>

### Driveway Crossings

Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.

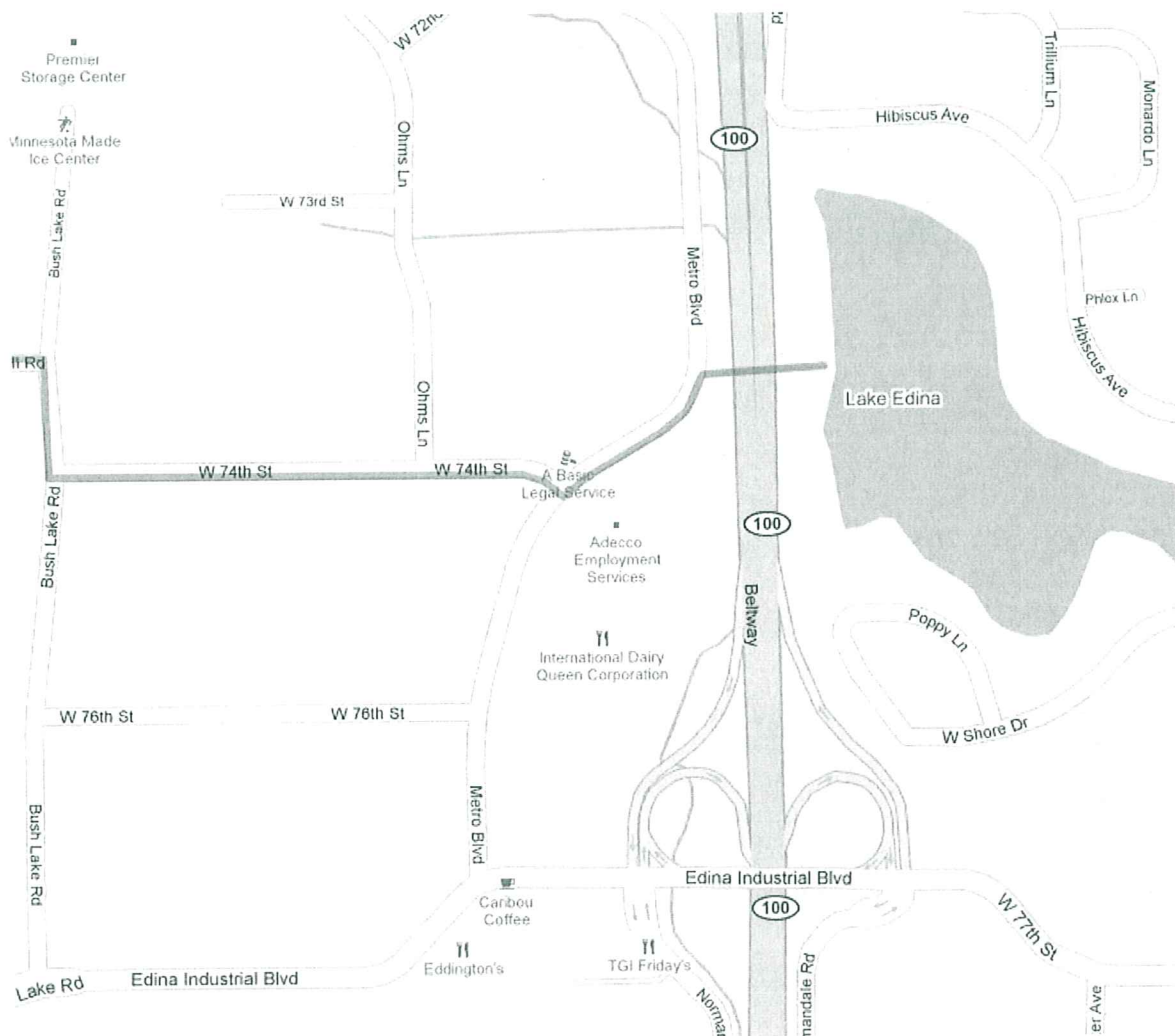
<i>Single family driveway crossings</i>	<i>8</i>
<i>Multi-family driveway crossings</i>	<i>0</i>
<i>Low turnover commercial crossings</i>	<i>2</i>
<i>High turnover commercial crossings</i>	<i>0</i>
<i>Total driveway crossings</i>	<i>10</i>

# Route 25 Assessment

**Bush Lake Road > West 74<sup>th</sup> Street > Metro Boulevard > Parkland (Lake Edina)**

## Overview

Route 25 follows Bush Lake Road south and turns east on West 74<sup>th</sup> street and continues along Metro Boulevard. Route 25 includes a new pedestrian and bicyclist bridge over Highway 100 which will connect to parkland on the west side of Lake Edina. Route 13 ends at the Lake Edina parkland.





# Route 25 Assessment, cont'd

Bush Lake Road > West 74<sup>th</sup> Steet > Metro Boulevard > Parkland (Lake Edina)

## Social Assessment

### Adjacent Residential Yards

Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.

<i>Number of residential front yards</i>	<i>0</i>
<i>Number of residential side yards</i>	<i>0</i>
<i>Number of residential back yards</i>	<i>0</i>

### Proximity of Adjacent Homes

Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).

<i>Average distance from house to trail</i>	<i>N/A</i>
<i>Average distance from house to property line</i>	<i>N/A</i>
<i>Number of houses &lt; 25 feet</i>	<i>0</i>

## Technical Assessment

### Road Crossings

Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.

<i>Number of road crossings</i>	<i>3</i>
<i>Speed limit of roads</i>	<i>3 at 30 mph or less</i>
<i>Average annual daily traffic</i>	<i>2 at 5,000 -6,999 vehicles/day</i> <i>1 at 9,000 -46,999 vehicles/day</i>
<i>Functional Class</i>	<i>3 collector road</i>

### Driveway Crossings

Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.

<i>Single family driveway crossings</i>	<i>0</i>
<i>Multi-family driveway crossings</i>	<i>0</i>
<i>Low turnover commercial crossings</i>	<i>7</i>
<i>High turnover commercial crossings</i>	<i>0</i>
<i>Total driveway crossings</i>	<i>7</i>

281

#### Two words

Dateline has two words for a group of Edina residents who oppose locating a bike trail along Nine Mile Creek: Minnehaha Creek.

Stop by Minnehaha Creek in south Minneapolis any weekend and you'll see bikers and walkers of all ages enjoying trails along that creek. Or portions of Bassett Creek. Or Shingle Creek. We understand that you may not want that traffic by your house, but the cure for that is not to buy next to publicly owned land.

Dateline is comfortable riding on the street and has biked across whole states on 24 inches of highway shoulder. But not everyone is that daring. Moreover, riding an off-street path yields a much more soothing journey than dodging potholes and broken glass.

There's also something about a winding trail that seems to motivate kids to see what's around

the next bend. With Edina ranking as the state's second-oldest city in terms of its share of population over age 64, perhaps a family-friendly trail would diversify the city.

From: Dateline Minneapolis in Star + Tribune  
7/14/10 Edition



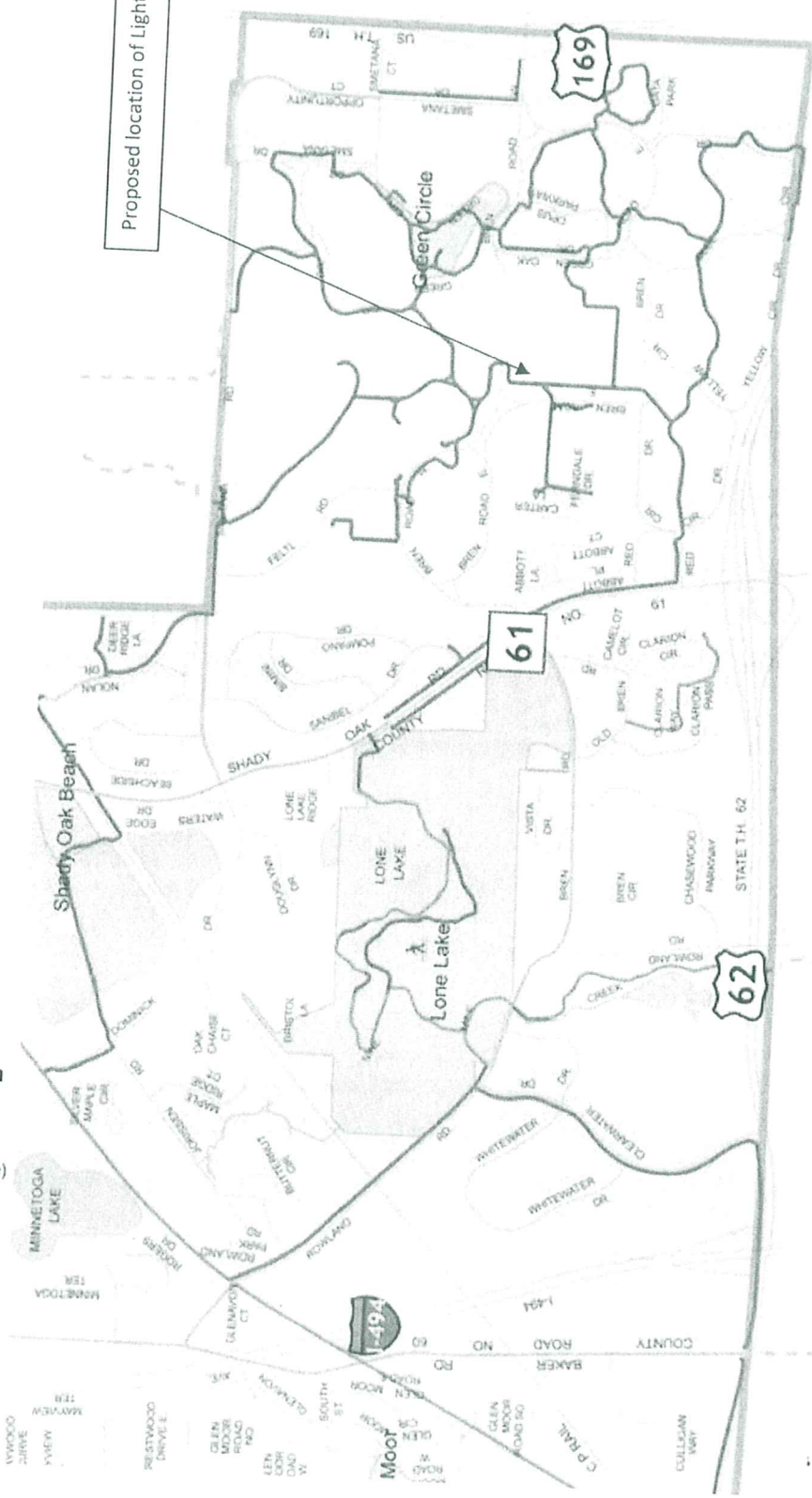
Opus Area  
Existing Trails

Proposed location of Light Rail Stop

# Minnetonka Trail System

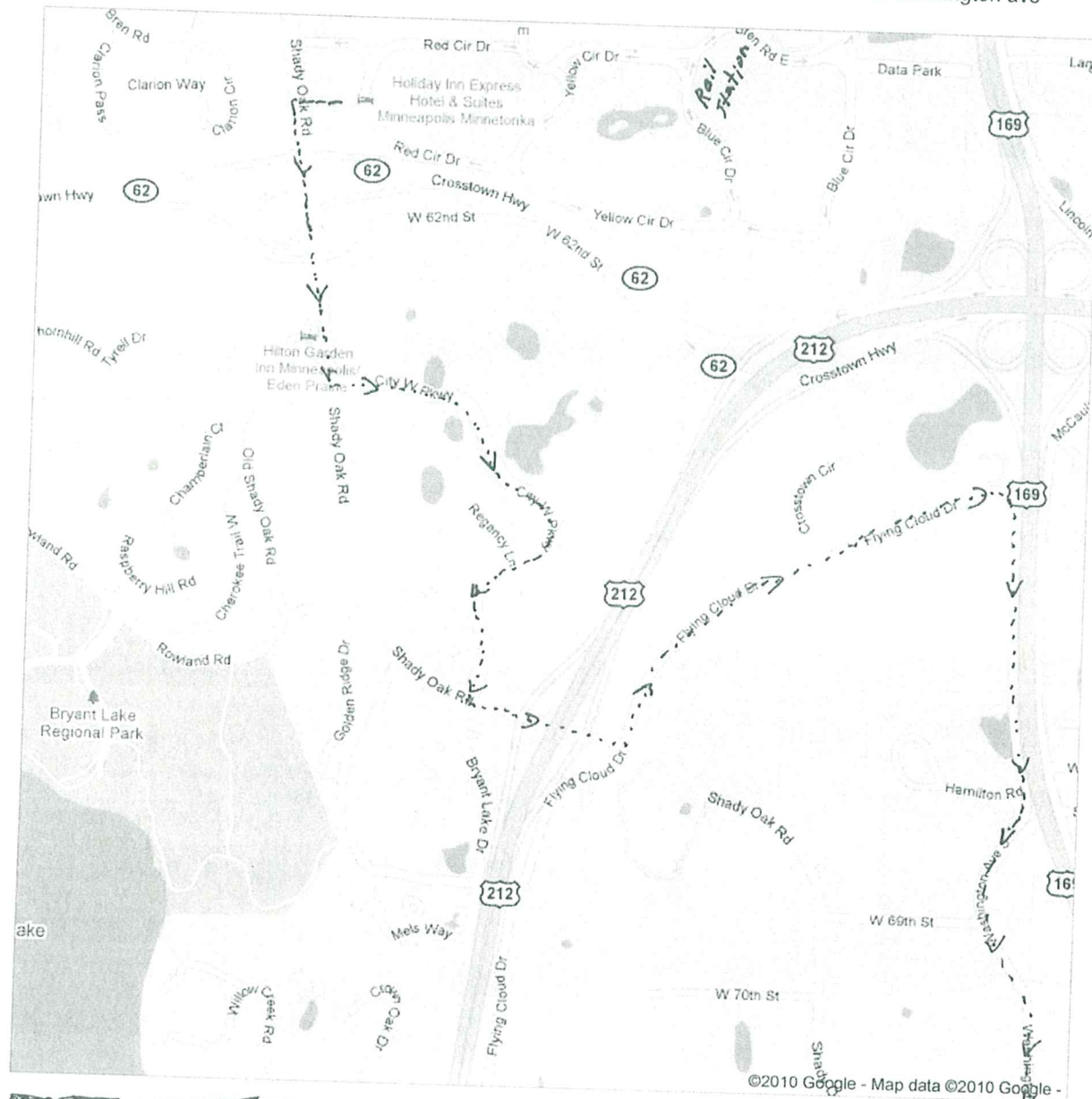
## Legend

- Intercity Connections
- Off Road (Paved/Concrete)
- Off Road (Rock)
- On Road
- ADA Challenge
- Canoe Landing
- Parking
- Restrooms
- Parks
- Park Facilities Listed on Reverse Side



Google maps

Notes red circle drive to shady oak road to city w parkway to shady oak road crossing hwy 212, to flying cloud drive to washington ave

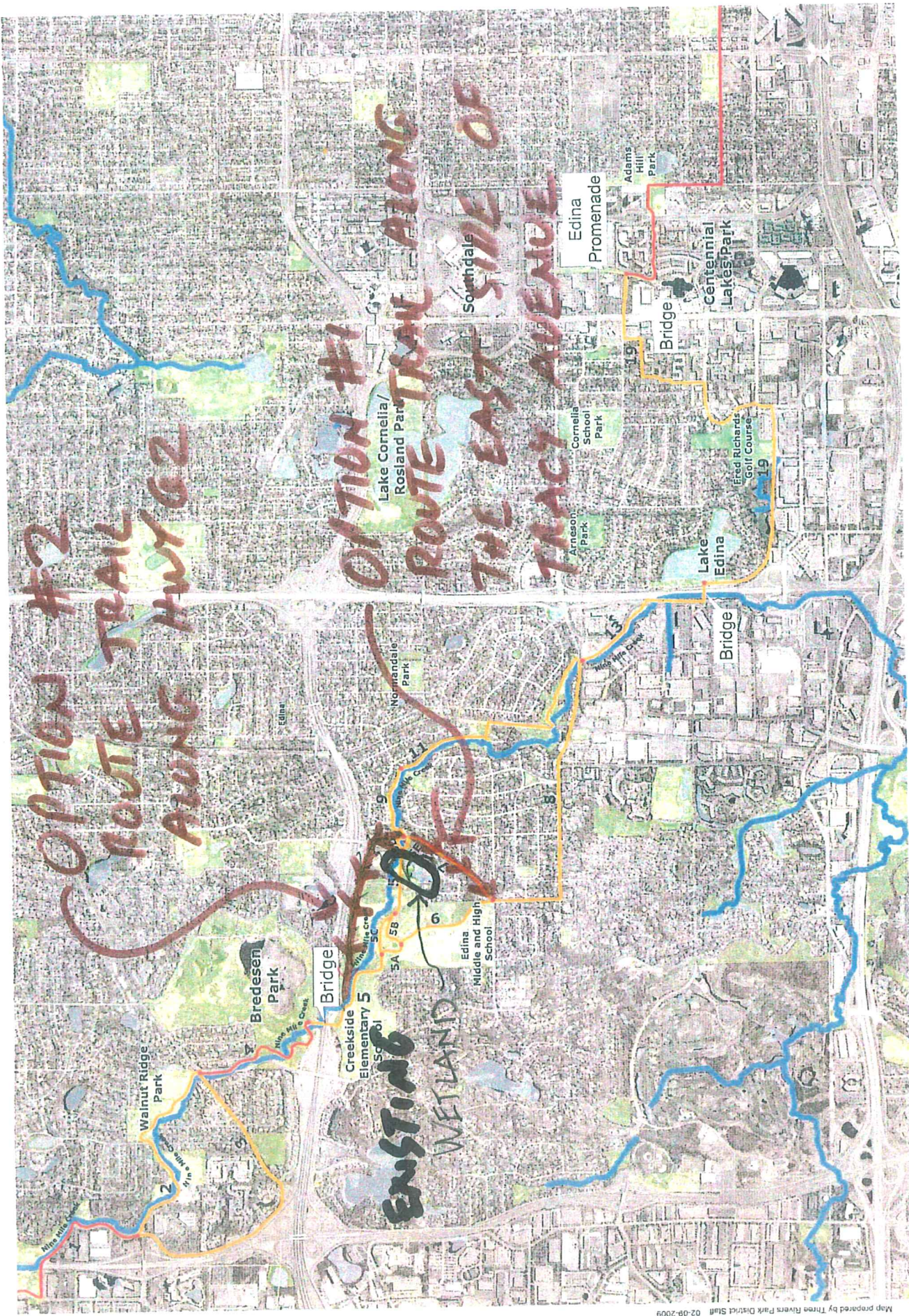




Notes washington ave to valley view, across  
169, south on 169 frontage road, to  
braemar blvd, to dewey hill road to  
proposed trail







**City of Edina Overview Map**  
Proposed Nine Mile Creek Regional Trail

- Alternative Nine Mile Creek Regional Trail Alignment
- Potential Nine Mile Creek Regional Trail Alignment
- Nine Mile Creek
- Lakes
- Public Parcels



**ThreeRivers**  
PARK DISTRICT



284

Date 4-30-09

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

Edina Park & Recreation Department, John Keprios and Park Board members

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh, Ann Swenson

I oppose building a bike trail on 9 Mile Creek because:

**Habitat, environment** – From Valley Lane to Creek View Lane, the woods and wetlands are home to many species of birds, frogs turtles and more. Blazing a 16-foot-wide trail would destroy habitats and add to pollution.

**Flooding** – The creek often overflows into yards. A trail would damage or ruin wetlands and floodplains and likely exacerbate flooding woes for homeowners.

**Safety** – If a path is built, we question the safety for adjacent homes and schools. Estimated number of trail users is 500,000 per year, which would bring many visitors close to our schools, and thus add safety concerns for parents.

**Budget and priorities** – This isn't the appropriate time for such a big-ticket project. The state budget deficit stands at more than \$4.27 billion, much of that affecting schools. As budget cuts loom for Valley View Middle School and Edina High, a bike trail isn't a necessity.

This proposal jeopardizes the environment of one of the city's most pristine wildlife areas and it would negatively affect the people and wildlife along its path.

Sincerely,

Name Jim Ridley

Address 5426 Creek View Ln  
Edina, MN 55439

285

Date 4-30-09

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

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Sincerely,

Name Linda Riphey

Address 5426 Creek View Ln  
Edina, mn 55439



286

Date 4/30/09

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4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

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Sincerely,

Name

Galen Selzler

Address

5424 Creek View Ln.  
Edina, 55439

287

Date 4/30/09

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

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Sincerely,

Name Ina Selzler

Address 5424 Creek View Ln.  
Edina, 55439



288

---

**From:** James Landberg [mailto:jimlandberg@yahoo.com]  
**Sent:** Thursday, April 30, 2009 9:47 AM  
**To:** Lynette Biunno  
**Subject:** 9 Mile Creek bike trail proposal

Date \_\_4/30/09\_\_

Edina City Offices

4801 W. 50th St.

Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

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Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh, Ann Swenson

I oppose building a bike trail on 9 Mile Creek because:

**Habitat, environment** – From Valley Lane to Creek View Lane to 70th St., the woods and wetlands are home to many species of birds, frogs, turtles and more. Blazing a 16-foot-wide trail would destroy habitats and add to pollution.

**Flooding** – The creek often overflows into yards. A trail would damage or ruin wetlands and floodplains and likely exacerbate flooding woes for homeowners.

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This proposal jeopardizes the environment of one of the city's most pristine wildlife areas and it would negatively affect the people and wildlife along its path.

Sincerely,

Name \_\_\_\_Jim Landberg\_\_\_\_\_

Address \_5408 Creek View Lane\_\_\_\_\_

\_\_\_\_\_ Edina MN 55439\_\_\_\_\_

289

Date May 2, 2009

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

Edina Park & Recreation Department, John Keprios and Park Board members

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh,  
Ann Swenson

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This proposal jeopardizes the environment of one of the city's most pristine wildlife areas and it would negatively affect the people and wildlife along its path.

Sincerely,

Name Mary A. Ryan

Address 6824 Berk Ave  
Edina MN 55439



290

Date 5/2/09

Edina City Offices

4801 W. 50th St.

Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

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Edina Park & Recreation Department, John Keprios and Park Board members

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh, Ann Swenson

I oppose building a bike trail on 9 Mile Creek, and particularly in **Sections 1 and 2**, of the proposed route because:

**Habitat, environment** – **Sections 1 and 2** cut through undisturbed wetlands and woods that are home to many species of birds, frogs, turtles and more. Blazing a 16-foot-wide trail would destroy habitats and add to pollution.

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This proposal jeopardizes the environment of one of the city's most pristine wildlife areas and it would negatively affect the people and wildlife along its path.

Sincerely,

Name Marilyn Christensen

Address 6618 Parkwood Lane  
Edina 55436

291

Date 5/2/09

Edina City Offices

4801 W. 50th St.

Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

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Edina Park & Recreation Department, John Keprios and Park Board members

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Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh, Ann Swenson

I oppose building a bike trail on 9 Mile Creek, and particularly in **Section 2**, of the proposed route because:

**Habitat, environment** – **Section 2** cuts through undisturbed wetlands and woods that are home to many species of birds, frogs, turtles and more. Blazing a 16-foot-wide trail would destroy habitats and add to pollution.

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*I am completely opposed to the new proposal of the*  
This proposal jeopardizes the environment of one of the city's most pristine wildlife areas and it would negatively affect the people and wildlife along its path.

*Bike path.*

Sincerely,

Name Edna Louise

Address 4801 Parkwood Lane

Edina

55436



292

Date MAY 4, 2009

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

Edina Park & Recreation Department, John Keprios and Park Board members

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh,  
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Sincerely,

Name John E Ryan

Address 6824- BROOK DR.

EDINA, MN.

55439

293

Date 5/14/09

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

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Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

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This proposal jeopardizes the environment of one of the city's most pristine wildlife areas and it would negatively affect the people and wildlife along its path.

Sincerely,

Name Dr. McDonald

Address 6929 Southdale Road  
55435



294

Date May 14, 2009

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

Edina Park & Recreation Department, John Keprios and Park Board members

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh, Ann Swenson

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Sincerely,

Name G.R. MacBennett Jr.

Address 4401 Parklawn Ave Apt 202  
Edina, MN, 55435

295

Date 5-30-09

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

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Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

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Sincerely,

Name Severly Schlachter

Address 7100 Metro Blvd Unit 122  
Edina, MN 55439



296

Date June 1-09

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

Edina Park & Recreation Department, John Keprios and Park Board members

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh,  
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Sincerely,

Name

Address

Norma Pearson #120  
7100 Metro Blvd  
Edina MN 55439

over

Please don't ruin this beautiful  
city. We lived here since 1960,  
We lived in two lovely homes and  
now in retirement at Pharmacy of Edina.  
We raised our four boys here and  
have always been proud to live  
here.

A bike trail like the one at Beckasen  
park is one thing, but a 16 ft wide  
is totally wrong.

Chuck & Norma Pearson



297

Date 7/6/09

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

Edina Park & Recreation Department, John Keprios and Park Board members

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh,  
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Sincerely,

Name

Gordon or Pat Schuster

Address

7100 Metro Blvd. #325  
Edina, Mn. 55439

298

Date 8-9-2009

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

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Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

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Sincerely,

Name Yoneko Kuzuoka

Address 5185 Abercrombie Dr.  
Edina, MN 55439



299

Date 9-9-2009

Edina City Offices  
4801 W. 50th St.  
Edina MN 55424

e-mail: edinamail@ci.edina.mn.us

PLEASE DISTRIBUTE TO THE FOLLOWING:

Edina Park & Recreation Department, John Keprios and Park Board members

Three Rivers Park District, Kelly Grissman

Senior Manager of Planning with Three Rivers Park District, Jonathan Vlaming

City Council: Mayor James Hovland, Joni Bennett, Mary Brindle, Scot Housh,  
Ann Swenson

I oppose building a bike trail on 9 Mile Creek because:

**Habitat, environment** – From Valley Lane to Creek View Lane, the woods and wetlands are home to many species of birds, frogs turtles and more. Blazing a 16-foot-wide trail would destroy habitats and add to pollution.

**Flooding** – The creek often overflows into yards. A trail would damage or ruin wetlands and floodplains and likely exacerbate flooding woes for homeowners.

**Safety** – If a path is built, we question the safety for adjacent homes and schools. Estimated number of trail users is 500,000 per year, which would bring many visitors close to our schools, and thus add safety concerns for parents.

**Budget and priorities** – This isn't the appropriate time for such a big-ticket project. The state budget deficit stands at more than \$4.27 billion, much of that affecting schools. As budget cuts loom for Valley View Middle School and Edina High, a bike trail isn't a necessity.

This proposal jeopardizes the environment of one of the city's most pristine wildlife areas and it would negatively affect the people and wildlife along its path.

Sincerely,

Name Miyuki Darlin

Address 5185 Abercrombie Dr.  
Edina, MN 55439

300

Date 9/20/07

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Edina MN 55424

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Sincerely,

Name Charles Chadda

Address 6524 CREEK D

EDINA 55439





Date 9/24/09

Edina City Offices

4801 W. 50th St.

Edina MN 55424

e-mail: [edinamail@ci.edina.mn.us](mailto:edinamail@ci.edina.mn.us)

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I oppose building a bike trail on 9 Mile Creek because:

If I wanted 500,000 people a year going through my backyard I would have bought a house that faces Hwy 100. I, however, picked a house at the end of a cul de sac next to the creek so I didn't have any through traffic and had the opportunity to see and enjoy the wildlife. I can't imagine sitting on my deck or my neighbor's deck on a nice summer night and having strangers passing by as we are trying to have a conversation.

My family came to Edina in 1854 and farmed the land. As recently as my father's generation, they were able to hunt in Edina. As time has rolled on we have lost most of our natural resources in Edina. It would be very disappointing to lose a resource as valuable as 9 mile creek to a 16' wide bike path.

Sincerely,

Name Sean Duggan

Address 6631 Limerick Drive

Edina, MN 55439

302

Date \_\_\_\_\_

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Sincerely,

Name Andrew Kloster

Address 7100 Metro Bdr #32



303

Date \_\_\_\_\_

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Edina MN 55424

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Sincerely,

Name Mary + Dick Lund

Address 7100 Metro Blvd.  
Edina, MN 55439

304

Date \_\_\_\_\_

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Edina MN 55424

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I oppose building a bike trail on 9 Mile Creek, and particularly in **Sections 1 and 2**, of the proposed route because:

**Habitat, environment** – **Sections 1 and 2** cut through undisturbed wetlands and woods that are home to many species of birds, frogs, turtles and more. Blazing a 16-foot-wide trail would destroy habitats and add to pollution.

**Flooding** – The creek often overflows into yards. A trail would damage or ruin wetlands and floodplains and likely exacerbate flooding woes for homeowners.

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Sincerely,

Name Cathy H. H. H.

Address 6615 PARKWOOD LANE  
EDINA 55436